



## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2021-0674; Airspace Docket No. 21-ASW-14]

RIN 2120-AA66

#### Amendment Class D and Class E Airspace; Ardmore, OK

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action amends the Class D and Class E airspace at Ardmore, OK. This action is the result of an airspace review due to the decommissioning of the Arbuckle non-directional beacon (NDB). The geographic coordinates of the airport would also be updated to coincide with the FAA's aeronautical database.

**DATES:** Effective 0901 UTC, January 27, 2022. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA JO Order 7400.11 and publication of conforming amendments.

**ADDRESSES:** FAA Order JO 7400.11F, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [https://www.faa.gov/air\\_traffic/publications/](https://www.faa.gov/air_traffic/publications/).

For further information, you can contact the Airspace Policy Group, Federal Aviation Administration, 800 Independence Avenue, SW, Washington, DC 20591; telephone: (202) 267-8783. FAA JO Order 7400.11 is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order JO 7400.11F at NARA, email: [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov) or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

**FOR FURTHER INFORMATION CONTACT:** Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway,

Fort Worth, TX 76177; telephone (817) 222-5711.

## **SUPPLEMENTARY INFORMATION:**

### **Authority for this Rulemaking**

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it amends the Class D airspace, the Class E airspace area designated as an extension to Class D airspace, and the Class E airspace extending upward from 700 feet above the surface at Ardmore Municipal Airport, Ardmore, OK, and the Class E airspace extending upward from 700 feet above the surface at Ardmore Downtown Executive Airport, Ardmore, OK, to support instrument flight rule operations at these airports.

### **History**

The FAA published a notice of proposed rulemaking in the *Federal Register* (86 FR 48088; August 27, 2021) for Docket No. FAA-2021-0674 to amend the Class D and Class E airspace at Ardmore, OK. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Class D and Class E airspace designations are published in paragraph 5000, 6004, and 6005, respectively, of FAA Order JO 7400.11F, dated August 10, 2021, and effective September 15, 2021, which is incorporated by reference in 14 CFR 71.1. The Class D and E airspace designations listed in this document will be published subsequently in FAA JO Order 7400.11.

### **Availability and Summary of Documents for Incorporation by Reference**

This document amends FAA Order JO 7400.11F, Airspace Designations and Reporting Points, dated August 10, 2021, and effective September 15, 2021. FAA Order JO 7400.11F is

publicly available as listed in the ADDRESSES section of this document. FAA Order JO 7400.11F lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

## **The Rule**

This amendment to 14 CFR part 71:

Amends the Class D airspace to within a 4.3-mile (increased from a 4.2-mile) radius of Ardmore Municipal Airport, Ardmore, OK; updates the geographic coordinates of the airport to coincide with the FAA's aeronautical database; and replaces the outdated term "Airport/Facility Directory" with "Chart Supplement";

Amends the Class E airspace area designated as an extension to Class D airspace at Ardmore Municipal Airport to within 1.4 (increased from 1.3) miles each side of the Ardmore VORTAC 050° (previously 056°) radial extending from the 4.3-mile (increased from 4.2-mile) radius of airport to 7.4 (decreased from 8.4) miles southwest of airport; updates the geographic coordinates of the airport to coincide with the FAA's aeronautical database; and replaces the outdated term "Airport/Facility Directory" with "Chart Supplement";

And amends the Class E airspace extending upward from 700 feet above the surface at Ardmore Municipal Airport by adding an extension within 1.5 miles each side of the Ardmore VORTAC 050° radial extending from the 6.8-mile radius of the airport to 8.4 miles southwest of the airport; amending the northwest extension to within 1.1 miles each side of the 315° bearing from the airport extending from the 6.8-mile radius of the airport to 7 (increased from 6.9) miles northwest of the airport; updates the geographic coordinates of the airport to coincide with the FAA's aeronautical database; and removes the extension northwest of the Ardmore VORTAC as it is no longer required.

These actions are the result of airspace reviews caused by the decommissioning of the Arbuckle NDB which provided guidance to instrument procedures at these airports.

FAA Order JO 7400.11, Airspace Designations and Reporting Points, is published yearly and

effective on September 15.

### **Regulatory Notices and Analyses**

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current, is non-controversial and unlikely to result in adverse or negative comments. It, therefore: (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

### **Environmental Review**

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures," paragraph 5-6.5.a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

### **Lists of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (air).

### **Adoption of the Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

### **PART 71 --DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS**

1. The authority citation for part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(f), 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

## **71.1 [Amended]**

2. The incorporation by reference in 14 CFR 71.1 of FAA Order JO 7400.11F, Airspace Designations and Reporting Points, dated August 10, 2021, and effective September 15, 2021, is amended as follows:

Paragraph 5000. Class D Airspace.

\* \* \* \* \*

### **ASW OK D Ardmore, OK [Amended]**

Ardmore Municipal Airport, OK  
(lat. 34°18'14"N., long. 97°01'14"W.)

That airspace extending upward from the surface to and including 3,300 feet MSL within a 4.3-mile radius of Ardmore Municipal Airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Chart Supplement.

6004. Class E Airspace Areas Designated as an Extension to a Class D or Class E

Surface Area.

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### **ASW OK E4 Ardmore, OK [Amended]**

Ardmore Municipal Airport, OK  
(lat. 34°18'14"N., long. 97°01'14"W.)  
Ardmore VORTAC  
(lat. 34°12'42"N., long. 97°10'06"W.)

That airspace extending upward from the surface within 1.4 miles each side of the Ardmore VORTAC 050° radial extending from the 4.3-mile radius of Ardmore Municipal Airport to 7.4 miles southwest of the airport, and within 1 mile each side of the 315° bearing from Ardmore Municipal Airport extending from the 4.2-mile radius of the airport to 5.3 miles northwest of the airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Chart Supplement.

Paragraph 6005. Class E Airspace Areas Extending Upward from 700 feet or More Above the Surface of the Earth.

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### **ASW OK E5 Ardmore, OK [Amended]**

Ardmore Municipal Airport, OK

(lat. 34°18'14"N., long. 97°01'14"W.)  
Ardmore VORTAC  
(lat. 34°12'42"N., long. 97°10'06"W.)  
Ardmore Downtown Executive Airport, OK  
(lat. 34°08'49"N., long. 97°07'22"W.)

That airspace extending upward from the 700 feet above the surface within a 6.8-mile radius of Ardmore Municipal Airport, and within 1.5 miles each side of the Ardmore VORTAC 050° radial extending from the 6.8-mile radius of Ardmore Municipal Airport extending from the 6.8-mile radius of the airport to 8.4 miles southwest of the airport, and within 1.1 miles each side of the 315° bearing from the Ardmore Municipal Airport extending from the 6.8-mile radius of the airport to 7 miles northwest of the airport, and within a 6.5-mile radius of Ardmore Downtown Executive Airport.

Issued in Fort Worth, Texas, on October 18, 2021.

Martin A. Skinner,  
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ATO Central Service Center.

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